19TH ANNUAL

TRANNY AWARDS

CALIFORNIA TRANSPORTATION FOUNDATION

JUNE 4, 2008

IN RECOGNITION OF
EXCELLENCE IN TRANSPORTATION

581 La Sierra Drive, Sacramento CA 95864
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CALIFORNIA TRANSPORTATION FOUNDATION

Charity Golf Tournament | August 12, 2008

Join in the fun while raising money for the CTF Workers Assistance and Memorial Fund.

Transportation Education Symposium | November 6-7, 2008

Join 35 top university students and a like number of your peers for two days of mentoring, laughing, and sharing with the next generation of transportation leaders.

Transportation Forum | March 12, 2009

Learn what the legislature and administration have in store for transportation in 2009.

TRANNY Awards Nominations Due | March 1, 2009

Nominate the best 2008 transportation professionals, programs, and projects from all modes, public and private sector.

Scholarships

CTF proudly supports the next generation of transportation professionals with scholarships.

Workers Assistance and Memorials

When tragedy strikes, CTF can help transportation employees and their families with financial aid.

CALTRANS ENGINEER MANAGER AWARDS

By virtue of long-standing tradition the TRANNY Awards provide a forum for the Caltrans Engineer Manager Awards.

Welcome and introduction | **Linda Bohlinger**, CTF President and HNTB
Presenter | **Will Kempton**, Caltrans Director

CHARLES PURCELL AWARD

Frank Quon, P.E. Deputy District Director, Division of Operations, District 7

Frank Quon's career has showcased the managerial expertise symbolizing innovation and sound engineering principles that have made the California Department of Transportation an icon in the transportation industry across the nation and worldwide. He was manager for District 7 during the implementation of two major Federal Demonstration projects: the Smart Corridor and the Southern California Priority Corridor Projects. These projects are considered cornerstones in the Intelligent Transportation System (ITS) strategies across the nation. For over a decade, Frank has been in the forefront in the development and deployment of ITS strategies. He has worked diligently to preserve mobility in an area where the population continues to grow without significant increases in transportation facilities. His efforts have benefited the travelers in California, but more importantly, have advanced mobility for travelers nationwide. Without his vision, California would not be one of the world leaders in the development and deployment of ITS strategies.

The Charles H. Purcell Award recognizes valued contributions by Caltrans engineering managers to the field of transportation engineering and transportation program management. Mr. Purcell served as California's State Highway Engineer from 1928 to 1943 and as Director of Public Works until 1951. He established California's extraordinary record of leadership and integrity in transportation engineering and guided the construction of the San Francisco-Oakland Bay Bridge and the State Highway System.

KARL MOSKOWITZ AWARD

John D. Duffy Senior Engineering Geologist, Office of Geotechnical Design-North Division of Engineering Services

John D. Duffy has been recognized nationally and internationally for his expertise in Engineering Geology, particularly in the study of rockfall. Through his noted experience, state of the art studies and publications, John has championed and contributed towards innovative rockfall mitigation measures and projects throughout the state that have significantly reduced rockfall debris flow accident incidences. John has authored over 14 publications on rockfall and landslide topics. John also served as a technical consultant on The Learning Channel's "Disaster Detectives," National Geographic's Explorers "Landslide," and the History Channel's "Modern Marvels: Pacific Coast Highway." John has been an active member in national engineering geology efforts, representing California as chairman of the Transportation Research Board's Engineering /Geology Committee and Rockfall Sub Committee, as a national Cooperative Highway Research Program panel chairman, a steering committed member for the Highway Geology Symposium organization, and other national and state efforts.

The Karl Moskowitz Award annually recognizes contributions by Caltrans registered engineers to the field of transportation engineering. Mr. Moskowitz served as a traffic engineer for the Caltrans for 27 years. Much of his work in freeway design and traffic flow appeared at the outset of the Interstate Highway program and was used extensively by planners and engineers nationwide, thus becoming national standards. He conceived the idea of computer-controlled lane metering systems.

EMERSON RHYNER AWARD

Robert A. Macpherson Deputy District Director, Right of Way, District 4

Robert A. Macpherson led his District to the best overall "delivery" record three times. While in Headquarters (HQ), he developed, implemented, and administered a legislatively mandated "logo signing" program. This included: the development of rules; regulations; public hearings; coordination between Right of Way, Construction Maintenance, Traffic Operations in HQ and six districts; installation of signing on over 700 miles of state highways; and a report to the Legislature. He completed this two-year demonstration project ahead of schedule, under budget and in a way that was favorable to the Department, the Legislature, and the business community. He has made a significant contribution to his field and his legacy will serve the California Department of Transportation for many years. In 2006 he was the recipient of the prestigious Federal Highway Association's Excellence in Leadership Award. *(continued)*

The Emerson Rhyner Award annually recognizes contributions to the field of transportation by non-engineering Caltrans managers. Emerson Rhyner was Deputy Chief of the Division of Right of Way and the Legal Division for California's highway program in the early 1960s. He represented the Department in legislative affairs, acting as a liaison to the Legislature as well as representing the State's transportation interests in Washington D.C. His efforts helped define the relationship between state and national interests and established the roles of state and local governments in the early days of freeway system development.

JAMES E. ROBERTS AWARD

Michael D. Keever, P.E. Chief, Office of Earthquake Engineering, Division of Engineering Services

Michael D. Keever currently oversees the Office of Earthquake Engineering. Through his leadership and technical expertise he has moved the Department forward in seismic research and innovation. Michael is a nationally and internationally recognized expert on seismic design. He has presented numerous papers at the US-Japan and US-Taiwan Bridge Engineering workshops, the Federal Highway Association (FHWA) National Seismic conferences, and to the Transportation Research Board (TRB), as well as many others. He is Co-Chair Fifth and Sixth of the FHWA National Seismic Conference Technical Committee. He is also a member of TRB AFF50 Seismic Design of Bridges Committee and the Structures Industry Advisory Council of Sacramento to name a few. Michael was appointed by the California Seismic Safety Commission to the Strong Motion Instrumentation Advisory Committee overseeing the strong motion activities and manages Caltrans' Seismic Advisory Board.

The James E. Roberts Award annually recognizes outstanding contributions by Caltrans registered engineers to the field of transportation structures. Mr. Roberts served as a structural engineer and manager for over half a century, including 15 years as California's State Bridge Engineer. He spearheaded Caltrans' $4.5 billion seismic retrofit program and oversaw nearly $50 million in seismic research projects. He was named to the National Academy of Engineering in 1996; the only state-employed engineer to be so honored. Mr. Roberts retired in 2001 as Chief Deputy Director.

CTF TRANNY AWARDS

CTF Proudly presents the TRANNY Awards, honoring the best in California transportation professionals, programs and projects.

Presenters | **José Luis Moscovich**, CTF Board Member and San Francisco Co. Transportation Authority; **Tom Post**, T.Y. Lin International; **Marnie Obrien**, CALTROP; **Dina Potter**, Jacobs

PERSON OF THE YEAR

C.C. Myers President, C.C. Myers, Inc.

C.C. Myers guided his company, C.C. Myers, Inc. to extraordinary levels of achievement in 2007. Under his direction the company completed the repair of Oakland's MacArthur Maze in just seventeen days, thirty-two days ahead of schedule. On Labor Day Weekend, Mr. Myers' company replaced a 350-foot section of the east span of the Bay Bridge, finishing 11 hours ahead of schedule. Two other company projects are TRANNY Award finalists this year. Since the highway and bridge building company's founding, C.C. Myers's firm has completed 17 emergency projects for the State of California and recently was awarded the contract to repair I-5 through downtown Sacramento. In 2007 Californians derived tremendous benefit from having C.C. Myers building and repairing their transportation system.

ELECTED OFFICIAL OF THE YEAR

The Honorable **Carolyn Cavecche**
Mayor of the City of Orange, Past Chair, Orange County Transportation Authority

As chair of the Orange County Transportation Authority in 2007, Carolyn Cavecche catapulted transportation in Orange County. Carolyn delivered improvements with cost-effective use of tax dollars. Her knowledge and passion for transportation have significantly benefited Orange County. Her stellar accomplishments have set a precedent for all elected officials – a high bar that the public deserves. A graduate of Cal State, Long Beach with a Bachelor of Science in microbiology, Carolyn served seven years on the Orange Public Library Board of Trustees before being elected to the Orange City Council. Carolyn has been honored by the Orange County Building Industry Association in 2006. She also was named the 2007 Woman of the Year by the Orange County Women in Transportation Seminar.

ORGANIZATION OF THE YEAR

California Transportation Commission

The passage of Proposition 1B in 2006 thrust the CTC into new roles, created new responsibilities and put the agency in the limelight as never before. In 2007 the CTC rose to these challenges. From programming $8 billion of the $12 billion in Prop 1B funding for which it is responsible, to enhancing accountability measures and creating guidelines for new programs – including the CMIA and TCIF – the CTC has delivered what was promised to the voters. Not merely content to deliver what has already been passed; in 2007 the CTC was a consistent voice for the need to greatly increase California's transportation infrastructure investment.

PROGRAM AWARDS

Presenter | **Ann Olson**, CTF TRANNY Awards Committee Co-Chair and MRO Engineers

PUBLIC OUTREACH PROGRAM OF THE YEAR

Bay Bridge Closure (Labor Day)
Bay Area Toll Authority; Caltrans; CTC

The public information campaign for the 2007 Labor Day weekend closure of the Bay Bridge was by far the largest outreach effort in California transportation history. The $1 million campaign effectively informed millions of Californians and countless visitors from around the world about the complete closure of the state's busiest bridge. The program educated travelers about transit options and alternate routes, celebrated a cutting-edge feat of engineering and the Bay Area's can-do approach. In a campaign that was measured as much by what didn't happened as what did, there was no gridlock on the Bay Area freeway system during the holiday weekend.

I 880/580 Maze Public Outreach
Caltrans District 4; MTC; City of Oakland

When a gasoline tanker overturned on I-880, also collapsing the overhead section of I-580, Caltrans and the Highway Patrol closed both sections, but the anticipated traffic nightmare never materialized. Caltrans District 4 immediately jumped into action, creating an intense public outreach program, beginning with activating the Emergency Operations Center and including the drafting of a traffic detour plan with MTC and the City of Oakland. The next day's "Free Transit Day," was a resounding success with BART experiencing record-breaking ridership and traffic moving freely. Daily news conferences and briefings and a webpage with links to transit agencies and construction updates kept people informed and care was taken to ensure residents of West Oakland we not deluged with spillover traffic.

2007 Construction Rollout
Caltrans District 3

To notify the public about the state highway improvements coming in the 2007, District 3 created a movie premier theme complete with movie posters describing more than 100 projects as "now playing" and "coming soon." They sent the press "event tickets" in the shape of popcorn buckets for an event that opened with the dramatic 20th Century Fox movie theme music as the curtain rose on a presentation about the construction projects. Reporters used "backstage" passes to visit construction sites and for "exclusive interviews". Caltrans staff found the time between their regular jobs to pull off the hugely successful program which ultimately reached more than one million viewers.

ENVIRONMENTAL ENHANCEMENT PROGRAM OF THE YEAR

Quieter Pavement Research
Caltrans Headquarters; Paul Donavan; Douglas Moore, General Motors

Tire/pavement is the primary cause of noise from vehicles operating at freeway speeds. Caltrans' unique tire noise measurement process, On-Board-Sound-Intensity Methodology (OBSI) is a quick, accurate, portable method that assists Caltrans in mitigating the impacts of traffic noise. It is also much less expensive the European noise measurement approaches. The field of pavement acoustics in the US has exploded due primarily to Caltrans' leadership and innovation. The FHWA now uses Caltrans' OBSI data to update its Traffic Noise Model, and several states have changed their texturing specifications to match Caltrans' quieter longitudinally tined PCC pavement.

CT Stormwater Management Program
Caltrans Headquarters

Caltrans Stormwater Program is enhancing water quality across the state. No other program within the state of California, and few within the nation, has a jurisdiction, size, and complexity as Caltrans. Caltrans has created new and improved policies, new BMP devices, constructed a variety of studies of highway runoff, executed a multi-million dollar public education campaign, trained statewide personnel, garnered partnerships with other stakeholders and participated in implementing watershed solutions. The Caltrans Program, though focused in California, is serving as an example for stewardship and as a prototype for stormwater programs with Departments of Transportation across the United States.

Minnow Avenue, Kings Beach
Enviro-Crete, Inc.; County of Placer; Pastore-Ryan

The EPA considers impervious streets and parking lots to be the primary source of storm water pollution. Pervious concrete pavement is porous cement allowing water to pass through to the soil without compromising the integrity or durability of the surface. It allows 12-18 gallons of water to pass through a square foot of paved surface per minute. Water is directed and absorbed back in to the underground aquifer. Compressive strength of the paved surface remains high: between 3000-4000 psi. The Minnow Avenue Parking facility is the largest surface along Lake Tahoe that has been constructed with this environmentally sensitive pavement choice.

PROGRAM OF THE YEAR

Central Valley Spatial Reference Network
Caltrans District 6

The Central Valley Spatial Reference Network (CVSRN) was created by Caltrans using advances in GPS technology and partnerships with science and education communities. It includes 14 permanent GPS base stations managed by sophisticated software providing a readily available on-the-fly network GPS solution. The array of GPS stations is strategically located to cover highway corridors and provide Caltrans with a highly accurate geospatial network to improve project deliveries and accuracies. The GPS solutions are available 24 hours a day, 7 days a week and encompass 7500 square miles and over 1000 highway miles.

On-Line CA Road System Map Program
Caltrans Headquarters; Federal Highway Administration

CRS maps, comprised of 1,715 individual maps that together cover the entire state, are the official state and federal references for the functional classification of roads and urban-rural boundaries in California. This multi-year mapping project, completed on-schedule, brought CRS map production and data updating in-house, enabling Caltrans to realize numerous benefits. Previously, CRS maps were produced by a vendor and were copyright restricted so they could not be displayed on the Internet.

TransNet Early Action
SANDAG, Caltrans District 11

Since it was fist approved the San Diego TransNet half-cent sales tax has been instrumental in expanding San Diego's transportation system and reducing traffic. With the sales tax renewal SANDAG created an exceptional new program to jump start the region's highest priority transportation infrastructure projects, many of them multi-modal. The complexity of many of the Early Action Program projects required that SANDAG and Caltrans create a special organizational structure. A corridor manager serves as CEO of the delivery team and is responsible from concept to concrete. Of the four corridor managers, three are Caltrans employees and one a SANDAG employee. An interactive "TransNet Dashboard" was developed to provide project team members and the public with up-to-date information on projects schedules.

TRAFFIC OPERATIONS PROGRAM OF THE YEAR

Benicia-Martinez Bridge Open Road Tolling
Caltrans District 4; MTC

The Open Road Tolling system installed on the new Benicia-Martinez Bridge is the first of its kind in California. This ORT system was adapted to the existing system and the toll plaza already in place. Detectors were placed in the pavement and work in conjunction with the sensors that are installed in the toll plaza canopy to detect the transponders located inside the commuting vehicles. Several modifications had to be made to the existing Automated Toll Collections and Accounting System to integrate the two systems together. The program has reduced traffic and increased safety at the toll collection site.

Urban Congestion Relief – Changeable Message Sign Travel
Caltrans District 7; LA METRO; Delcan Corp.

This project developed travel time algorithms, user interfaces, database schema and design documentation and tested it with the ATMS operations system. Via the ATMS travel time system, operators are able to select which and when signs will get the messages, which travel destinations and targets (such as interchanges) to display. During the scheduled periods, travel times are automatically displayed on the signs when they are not being used for incident management or AMBER alerts. Over 140 Changeable Message Signs now have the capacity to display travel times.

Commuter Travel Time Information System
Caltrans District 4; San Mateo Transportation Authority; BART; Center for Innovative Transportation

US 101 between San Jose and San Francisco is one of the most congested routes in the Bay Area. A commuter rail system (Caltrain) runs parallel to part of the 101 and BART runs along the rest. In this program changeable message signs provide information about the availability of transit parking and continually compare freeway and transit travel times. It is the first in the state to do so. When people receive the comparison information near transit parking locations they can make an informed decision whether to use transit. Based on parking stall counts before and after the system was activated, train ridership has increased 10%.

COMMUNITY AWARENESS PROGRAM OF THE YEAR

Traveler's Aid for the Video Age
MTC; San Francisco Muni; BART

This project turned an underutilized newspaper stand in San Francisco's Embarcadero BART station — one of the busiest crossroads in the Bay Area — into a multi-use, high tech public transit information kiosk. It features Internet-disseminated video of real time departure information, vignettes of regional transit projects and sells tickets for eight different types of transit. MTC provides the funds and manages the contract for the project. The kiosk is staffed Monday through Friday 7:00am - 7:00pm. The project boosted transit awareness, rider satisfaction and is leading the way for increased cooperation and goodwill among transit agencies.

ABC's of MTC
MTC

In order to increase public participation in the development of MTC's plans and policies the agency needed to help the public get to know the agency. The ABC's of MTC takes a fresh approach to demystifying transportation policymaking and explaining the unique role of a MPO. The 42-page guide spotlight trends in the region's demographics, travel patterns and commute habits. It provides statistical information on the Bay Area transportation network and allows people to send away for more information. The program is helping citizens better understand and participate more fully in the transportation planning and decision making process in the San Francisco Bay Area.

METRO Art Docent Council
LA METRO

The Docent Council leads tours of the public art of the METRO rail system for over 4,000 transit customers a year, all free of charge. METRO incorporates art into a wide array of transportation projects throughout Los Angeles County. Through this program docents are taught about the artists and artwork, create scripts for each rail line, and then lead tours using the transit system. Over 80% of participants are first time transit users, gaining a positive introduction into the METRO transit system. Requests for tours come from a wide variety of community groups including Holocaust Survivors Group, Long Beach Opera, Special Olympics, Sierra Club Transportation Committee and many, many more.

PROJECT AWARDS

Presenters | **Bill Shea**, CTF Board, Aviation Lecturer and **Carolyn Ewing**, CTF TRANNY Awards Committee Co-Chair, The Ewing Group

SMALL BRIDGE PROJECT OF THE YEAR

Lewis Avenue Bridge
City of Atascadero; MNS Engineers, Inc.; Souza Construction

This new bridge combines function with form, more than meeting the City of Atascadero's needs. The steel tied arch bridge is 164 feet long by 55 feet wide with 34 foot high arches and caries two lanes of traffic with bicycle lanes and sidewalks. The bridge has been in the community master plan since E.G. Lewis envisioned his "utopian city" of Atascadero in the early 1900s. The arching concept is to complement the historic, adjacent City Hall, allow flood waters to pass safely underneath, maintain a low road profile to minimize impacts to the adjacent junior high school, limit right of way impacts and improve safety.

Judicial Drive Undercrossing
T.Y. Lin International; City of San Diego; Makar Properties, LLC.

Architectural details and landscaping enhance the beauty of this successful project, which is a major asset to the University Towne Center area of the City of San Diego. An innovative approach made this major bridge possible, with minimal impacts to traffic. The project includeds a substructure constructed by drilling through the existing roadway at night and a precast superstructure erected within a 53-hour window during a weekend detour. The bridge abutments consist of CIDH piles with cast-in-place pile caps and the superstructure is made of precast box beams topped with an asphalt wearing surface.

Illinois Street Intermodal Bridge
Greegan & D'Angelo; Shimmick Construction; Port of San Francisco

This design build project is a new, movable, freight rail, vehicular and pedestrian bridge across Islais Creek in San Francisco. It includes roadway approaches, a new city street with two signalized intersections, freight rail spurs and railroad signal systems. The Port of San Francisco wanted the bridge to restore freight rail to Pier 80, lost when the new Mission Bay neighborhood was redeveloped. The new bridge also relieves vehicular, bicycle and pedestrian traffic on the 3rd Street corridor by extending Illinois Street across the channel.

CONVENTIONAL HIGHWAY PROJECT OF THE YEAR

SR 133 Widening and Realignment Project
Caltrans District 12; Orange County; City of Laguna Beach

This project widened, realigned and improved 3.9 miles of SR 133, a rural highway in Orange County. The highway was originally constructed in the bottom of a canyon near three lakes that flooded the highway. Its tight curves, narrow lanes and lack of shoulders made driving unsafe. The highway's compatibility with the local environment is enhanced by the use of independent alignments and profiles, separated by a wide median. Now that the two new standard sized lanes are above the lakes flooding level, risk has been eliminated. In addition, construction of standard shoulders facilitates bicycle travel.

Route 58 Connectors Improvement
Caltrans District 6

Governor Schwarzenegger unveiled the "GoCalifornia" transportation funding program in 2005. To qualify, a project had to be considered congestion-relieving and could be completed and opened to the public in June 2007. District 6 was able to meet that aggressive timeline with this project, and in the end, transformed a formerly congested freeway segment to one with free flow conditions. The project added a lane to each connector, allowing each to have its own exclusive lane to Route 58. The connector on-ramps were widened and improved and a median lane was added. Caltrans completed the project in 18 months.

South Bay Expressway
South Bay Expressway; SANDAG; Caltrans District 11

South Bay Expressway is a 10-mile toll road – the region's first – that completes a missing link in San Diego's transportation network. A southern extension of SR 125 had been planned but unfunded since 1959. To get it done the state and South Bay Expressway, a private consortium, formed an innovative public-private partnership. Financing was unique and included bank loans, federal funds, state funds, private equity capital, as well as developer- and city-donated right of way. The public-private partnership allowed construction to begin years earlier than otherwise would have been possible. The project provided $34 million in environmental mitigation and improvements to local parks and trails. The project is an essential asset for South Bay businesses and residents, connecting communities to employment centers on both sides of the US/Mexican border.

AVIATION PROJECT OF THE YEAR

LAX Runway Relocation
HNTB; Los Angeles World Airport; CH2M Hill; FAA

LAX is one of world's five busiest airports and had experienced the highest number of runway incursions – potential accidents – in the US. One runway was closed and rebuilt 55 feet to the south to make room for a new, parallel taxiway between the two southern runways. The Sepulveda Tunnel Bridge, which allows vehicles to travel under the runway, was also strengthened. One month into the project's required 8-month timeline, the contractor encountered an unknown concrete runway buried underneath the runway being demolished. Despite that complication and delay, and with superhuman effort, the project was completed only 8 days later than expected.

Oakland Airport Roadway Improvements
T.Y. Lin International; Port of Oakland; Turner Construction

The project included total reconstruction and expansion of a segment of Airport Drive, the main access roadway and the (un)loading curbsides at Oakland International Airport, as well as surface parking facilities with over 6,000 stalls. It also included the extension and realignment of two service roads. A unique element was the first comprehensive traffic management plan ever developed for a US airport landside access project. The project also included significantly improved storm water runoff water quality. The project was completed on time, within budget and with little impact to traffic or parking revenues at the airport.

ALTERNATIVE MODE PROJECT OF THE YEAR

Tower Bridge Pedestrian Bridge Improvement Project
TRC; Parsons Brinckerhoff; City of Sacramento

The Tower Bridge linking West Sacramento and Sacramento includes a middle span that lifts to allow tall boat passage, but it did not have acceptable access for pedestrians and bicycles. Construction of the expanded sidewalks took place on temporary suspended platforms over the environmentally sensitive river. Because the lift span mechanical equipment has limited weight capacity, the project included innovative use of fiber reinforced polymer material to maintain the existing weight with the expanded sidewalk. The project required continuous weight monitoring and adjustments of the lift span. Historical features of the bridge were preserved and the project was completed six months ahead of schedule and within budget.

Richmond Greenway
Richmond Public Works Department; Friends of Richmond Greenway

The Richmond Greenway is centrally located in the oldest part of Richmond which sprung up almost overnight as a shipbuilding center during World War II. This part of town, hemmed in by old rail lines, lives with the difficult legacy of an abandoned industrial economy and urban migration. A groundswell of interest in improving the community's quality of life brought this project to fruition. The Greenway is an alternative transportation corridor, linking neighborhoods and providing access to schools, businesses and public transportation hubs.

Cherryland Sidewalks Projects
Alameda County Public Works Department; Alameda County Supervisor Nate Miley

This project created a safe, healthy and attractive walking environment for the Cherryland community in Alameda County. The lack of sidewalks forced children, seniors and wheelchair users into the roadway. The area had a much higher than average accident rate. In addition to installing three miles of sidewalks, curbs and gutters, the county planted more than 250 trees in the widened sidewalks. The project included bulb-outs, traffic calming, high visibility raised sidewalks, and chicanes near schools to reduce speeding. There have been no accidents since the sidewalks were installed.

MAJOR STRUCTURE PROJECT OF THE YEAR

Otay River Bridge
International Bridge Technologies, Inc.; Washington Group International; Fluor

This project carries four lanes of traffic across the Otay River Valley, a seasonal river and environmentally sensitive area. Spanning a total of 1,012 meters, the bridge has a twin box girder configuration, with two trapezoidal box girders connected by a longitudinal cast-in-place closure pour. The bridge is an important part of an extension of SR 125. Environmental sensitivity was a key driver behind the selection of a segmental bridge as it crosses one of the few remaining open spaces remaining in the City of San Diego.

Bay Bridge Seismic Retrofit Roll-In
C.C. Myers, Inc.; Caltrans District 4

This project completed a seismic upgrade on the upper deck of the I-80/Bay Bridge by replacing a 348-foot concrete section with the least possible inconvenience and economic impact to the Bay Area. The project team built a new, seismically upgraded structure next to the existing one, demolished the existing section and slid the new structure into place over a three-day weekend. The strategy, while previously performed elsewhere, was a first for California and was accomplished in less time than any other. Performing a major portion of construction work away from the freeway increased both user and worker safety during construction.

Santa Clara River Bridge Replacement
Caltrans District Seven; City of Oxnard and City of San Buenaventura

This $100 million project widened US 101 from three to six lanes in each direction between the City of Oxnard and the City of San Buenaventura. The 7-vehicle lanes of the Santa Clara River Bridge were removed in stages and combined as a single 600 meter long, 12-lane bridge. The Ventura Road undercrossing was reconstructed and the ramps were rebuilt into a new diamond shaped interchange. The project included construction of a massive retention basin adjacent to the freeway to collect and clean water from the freeway before going into the Santa Clara River and a new seismic monitoring system to assist in earthquake monitoring.

INTERCHANGE PROJECT OF THE YEAR

SR 163/Clairemont Mesa
Kimley-Horn; City of San Diego; Caltrans District 11

Joint cooperation between the project partners was the key to the quick design and construction of this interchange. The project included reconfiguring the interchange to reduce delay and improve overall efficiency. Connecting a pre-cast box girder to the existing bridge T-girders required a modified closure pour. Construction was completed two months ahead of schedule and within the $9.7 million budget. Because the project had no environmental or right of way impacts, the project was allowed to move forward with a combined Project Study Report, Project Report and Environmental Document, shaving nearly two years off the schedule.

SR57/SR60 Interchange HOV Connector
Caltrans District 7; C.C. Myers, Inc.; City of Diamond Bar

This $60 million project built a HOV direct connector linking SR 57 and SR 60 and a new collector road. Both highways were widened, on and off ramps were improved and realigned and new soundwalls added. The project eliminated weaving problems and provided safe, efficient movement for carpools and buses between the HOV lanes. Old roadbed materials were recycled at a near-by plant and reused as aggregate base on the new lanes. The HOV connector is a 995 meter box girder bridge.

Ocean Boulevard/ Terminal Island
Jacobs Civil

This challenging project is universally viewed as an outstanding success. The project reconstructed a one-half mile stretch of Ocean Boulevard on Terminal Island in Long Beach, the connecting roadway between the Ports of Long Beach and Los Angeles and the origination point of three major freeways. 15% of the nation's imports begin their distribution journey across the country on Ocean Boulevard. The project replaced the road with an elevated freeway with no traffic signals and included a new diamond interchange. All at grade traffic below the elevated roadway remained signalized. The new elevated freeway contains two identical bridge structures and six retaining walls.

ROADWAY PROJECT OF THE YEAR

Santa Monica Boulevard Transit Parkway Project
Harris & Associates; City of Los Angeles; Excel Paving

The largest and most complex transportation project in the history of City of Los Angeles, this $58 million project took place on the legendary and highly traveled Route 66. The project reconstructed and reconfigured 2.5 miles of Santa Monica Boulevard. The new boulevard provides three eastbound and westbound lanes and local road access to businesses and neighborhoods. The project included rehabilitation of existing sewer lines; a new storm drain system; removal of contaminated material; replacement of a water main line; new street lighting and traffic signals; a 1,000 foot tie-back and retaining wall system; six concrete intersections; 1,000 trees; bicycle lanes and bus priority features, and construction of HOV bypass lanes on the northbound and southbound I-405.

Hopland Roundabout
CALTROP Corporation; Caltrans District 1, North Bay Construction, Inc.

This project replaced an existing three-legged T intersection with a modern single-lane, lighted roundabout. Operational performance and safety have improved. A traditional signalized intersection would have required construction of a left turn lane. The roundabout required the least amount of new right of way. Studies have shown roundabouts at similar locations in the US have reduced total accidents by 51% and injury accidents by 73%. This roundabout should eliminate collision of west bound motorists who fail to negotiate the existing curve.

Culver Drive Realignment and Widening
RBF Consulting; City of Irvine; OCTA

This project widened Culver Lane to four lanes and added a new signalized intersection to provide access to the UC Irvine housing complex. The new, well-lighted, divided roadway provides additional safety for motorists and the sidewalk/bike trail provides a safe path for pedestrians and bicyclists where none existed previously. Extensive community outreach ensured an outstanding project with a broad array of features. The project reduced congestion, improved aesthetics, and greatly enhanced the overall driving experience.

TRANSIT PROJECT OF THE YEAR

Avenue 26 Master Plan
AMCAL Multi-Housing; W.O.R.K.S; Foundation for Affordable Housing

The Avenue 26 Master Plan includes four developments that were constructed on a redevelopment site next to the Avenue 26 Gold Line light-rail station in Lincoln Heights. Built on the site of a blighted warehouse/factory that dragged down the working-class community, the Master Plan is one of the first reinvestments in the historic neighborhood. Residents include people who would have had to move to farther suburbs to find new, quality homes at reasonable prices. Many work in downtown LA and live in the Master Plan because of its location next to the Gold Line station and a short, easy commute.

Marina Transit Exchange
Monterey-Salinas Transit

This new state-of-the-art facility features eight bus gates, real-time electronic bus arrival and departure signage, covered waiting areas for customers, employee and public restrooms, bike lockers, parking, and a customer service window. MTS designed the facility to meet the future demand for transit as thousands of new homes are constructed in Marina, and fast-tracked the project to meet a funding deadline. Design, engineering, environmental clearances, and entitlements were completed and secured within five months and construction was finished in less than a year.

Caltrain Centralized Equipment Maintenance & Operations
Caltrain; HNTB: Shimmik Construction

Caltrain opened this new facility for its commuter rail fleet of 29 locomotives and 110 passenger cars. Before opening this facility crews worked outside all year long, climbing under trains and through dirt and mud. The facility includes a central control and dispatch building, a maintenance shop, a train washer, a fueling station, service and inspection tracks, a train storage yard, a 300-foot access tunnel under the mainline tracks and a water treatment plant. The $140 million project will save the agency time and money on repairs and maintenance.

FREEWAY PROJECT OF THE YEAR

I-5 Truck Tunnel Damage Repair
Caltrans District 7; Security Paving Co.; CSI Electrical Contractors

A 31-vehicle pileup in mid-October, 2007 on the I-5 truck bypass lanes ignited a massive fire inside the 550-foot tunnel, shutting down traffic in both directions of the I-5 freeway. Prodigious efforts allowed Caltrans to open all except the damaged truck tunnel lanes in less than 72 hours. Repairs to the tunnel included replacing a 94-foot wide portion of the existing superstructure with pre-cast, pre-stressed girders and abutment and retaining wall repairs with new rebar and concrete. New safety measures include over 500 computer-controlled tunnel lights which automatically adjust to ambient lighting outside and a standby power system. The contractor, Security Paving, completed the job in only 17 days, 16 days early.

SR-22 Design Build HOV Lane
OCTA; Parsons; Caltrans; Granite-Myers-Rados; Hatch Mott Mac Donald; FHWA; URS; PBS&J; RBF

SR 22 is a $550 million upgrade and improvement project which included adding 12 miles of HOV lane and 6 miles of general-purpose lane in each direction, and auxiliary lane between the ramps. Interchanges, including the famous “Orange Crush” were improved and ramps, bridges, sound and retaining walls and drainage was added and improved. A state of the art Traffic Management System monitors conditions on the freeway. The Garden Grove Freeway hadn’t been improved since it was built for 115,000 cars a day in the early 1960’s and it can now handle 250,000 vehicles per day. Primary funding is the Orange County transportation sales tax measure. It is the first design build project on an operating freeway in California.

I-5/805 Widening Project
Caltrans District 11; SANDAG; City of San Diego; Yeager Skanska, Inc.

To reduce traffic congestion, improve safety, and ease access to local roads and SR 56, this $176 million project created a separate freeway bypass system from the junction of Interstates 5 and 805 to the Del Mar Heights Road Interchange. It now includes a diamond interchange at Carmel Mountain Road and auxiliary lanes to the existing main lanes. The project includes a Plantable Geosymthetic Reinforced wall which provides planting space for native plants and includes complex horizontal and vertical curves.

PROJECT OF THE YEAR

Presenters | **Craig Hennings**, APWA Southwest, Platinum Sponsor, and **Ann Olson**, CTF TRANNY Awards Committee Co-Chair and MRO Engineers

BENICIA-MARTINEZ BRIDGE

Kiewit Pacific Company; T.Y. Lin International; CH2M HILL; Bay Area Toll Authority; Caltrans District 4; Earth Mechanics

This new $1.2 billion, one-mile bridge crossing the Carquinez Straight hides incredible complexity in its sleek elegance. The balanced cantilever portion was cast-in-place in 16-foot segments on even piers. It is among the longest CIP balanced cantilever segmental bridges built in seismic terrain. Designated a lifeline structure, it is designed to remain open to emergency traffic following a major earthquake. High performance, lightweight concrete reduces the structure's mass. Eleven 1,700-ton pier footings support the bridge, each resting on piles drilled as deep as 254 feet into bedrock, using innovative sound insulation to protect fish. The bridge carries northbound traffic while the old bridge carries southbound traffic. The elegant, iconic bridge is a monument to partnership and engineering excellence.

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